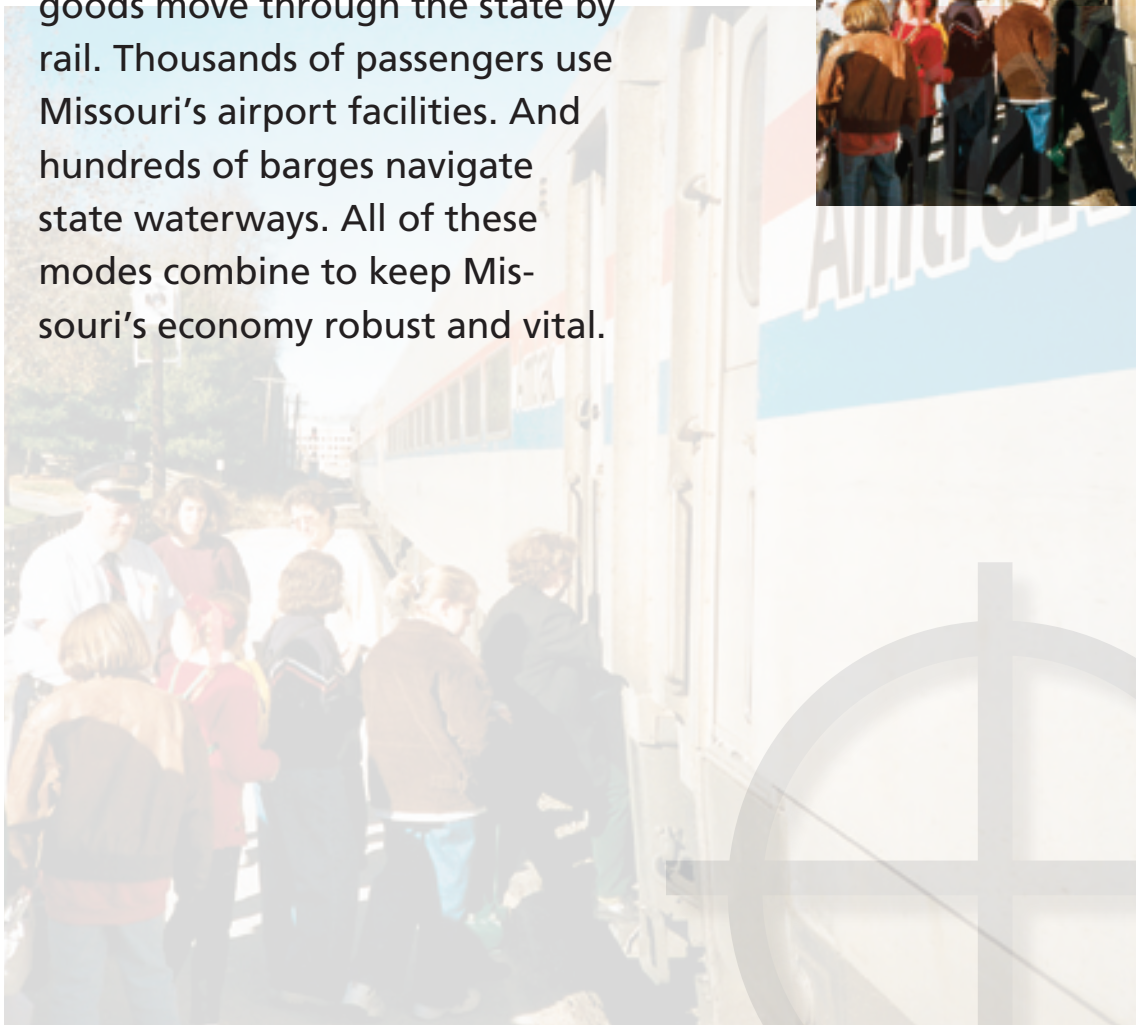


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# Easily Accessible Modal Choices

*Tangible Result Driver – Brian Weiler,  
Multimodal Operations Director*

MoDOT has an active role in all modes of transportation, including rail, air, water, and transit. Transportation is more than highways and bridges. Every day millions of tons of goods move through the state by rail. Thousands of passengers use Missouri's airport facilities. And hundreds of barges navigate state waterways. All of these modes combine to keep Missouri's economy robust and vital.



## Easily Accessible Modal Choices

### *Number of airline passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

This measure tracks the number of passengers boarding airplanes at Missouri's commercial airports. It helps determine the viability of Missouri's commercial airline industry. This number is also used by the Federal Aviation Administration to help determine airports' capital improvement funding levels.

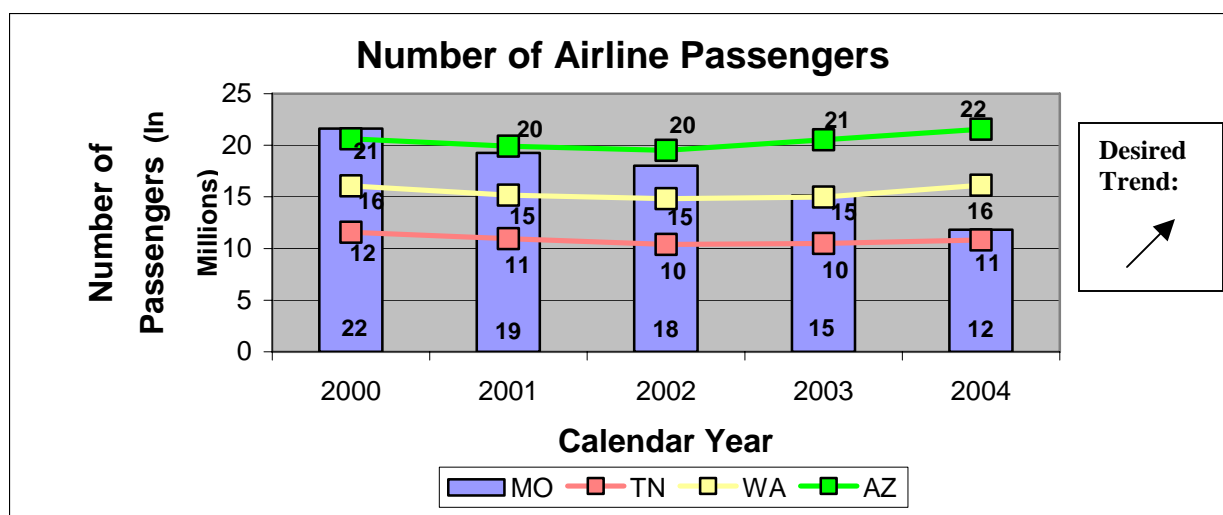
**Measurement and Data Collection:**

The data is collected annually from the Federal Aviation Administration (FAA). Comparison data has been collected from the same source for the states of Arizona, Tennessee and Washington. These three states were selected based on similar populations in 2004. Tennessee and Washington have slightly higher state population totals with Arizona and Missouri being close with only an approximate 11,000 difference. The annual passenger boardings' data provided by the FAA is normally published in October for the preceding year. Airline passengers are considered passengers boarding airplanes.

**Improvement Status:**

Data is passengers boarding airplanes and is tracked on an annual basis. The significant decrease in flights by American Airlines at St. Louis Lambert International Airport (approximate reduction of 200 flights per day in November 2003) and the effects of 9/11, in part, have contributed to the decrease in airline passengers over the last four years. It appears, based on the sample data collected below, that the sample states tracked, and within Missouri, airline passenger boardings are beginning to recover from the effects of 9/11. The reduction in flights by American at St. Louis Lambert International Airport continues to negatively impact growth in passenger boardings. Also, increases in airline operational costs and airline bankruptcy filings pose challenges to communities seeking enhanced air carrier service.

MoDOT is participating with the Federal Aviation Administration, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of those assets. MoDOT is also participating with the St. Louis International Airport and Kansas City International Airport in researching state tax issues that may be an impediment to increased air carrier services or new air carrier markets.



## Easily Accessible Modal Choices

### *Number of rail passengers*

**Results Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Rod Massman, Administrator of Railroads

**Purpose of the Measure:**

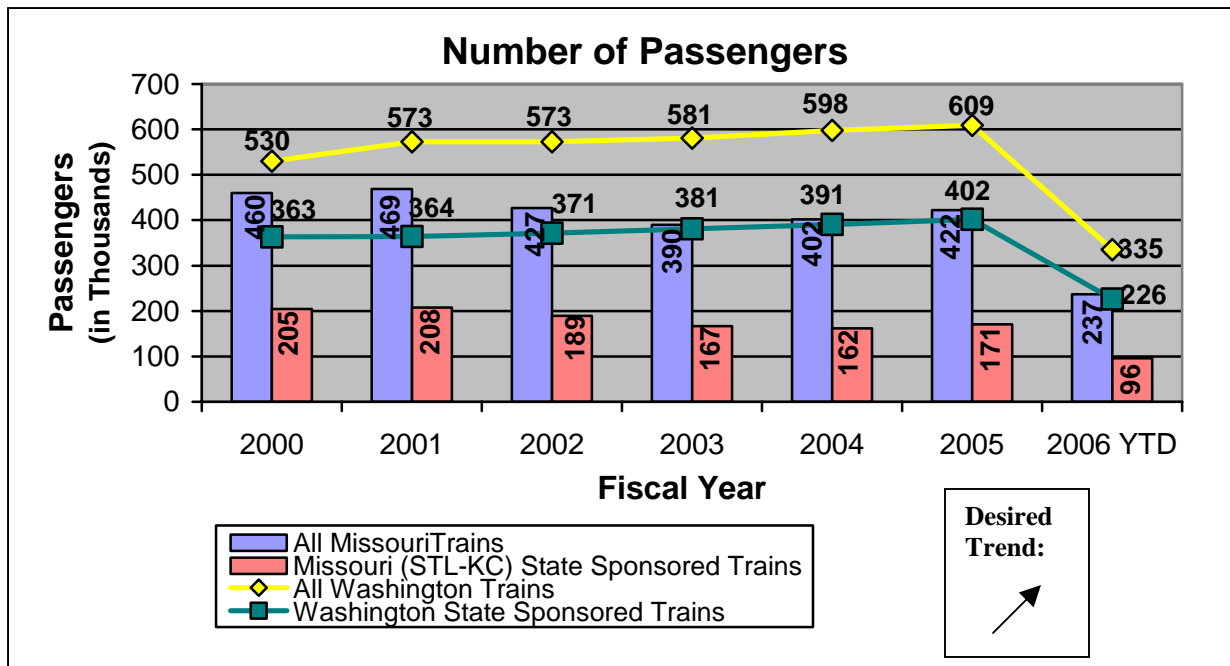
This measure tracks the number of people using the Amtrak train service in Missouri. It includes those taking a train trip in Missouri at any point within the state. This also includes the state-supported passenger rail trains between Kansas City and St. Louis, the national trains that run through the state and the St. Louis to Chicago trains, which are supported in part by Illinois. For comparison purposes, the state of Washington's train data is shown based on the state's similar size, population and the fact that Washington has both national- and state-supported trains. Washington's "Cascades" train service serves as a national model because the state invests millions of dollars in both infrastructure and operations each year.

**Measurement and Data Collection:**

Amtrak provides the number of passengers per train in Missouri on a monthly basis. MoDOT's Multimodal Operations Division, Railroad Section, then tabulates these numbers.

**Improvement Status:**

State fiscal year 2005 is the first year since 2001 when total ridership numbers on the St. Louis to Kansas City route increased. The first five months of state fiscal year 2006 are showing an increase of about 10 percent over the previous year. The rising price of gas and increased congestion may explain some of the ridership increase. However, stepped-up publicity efforts by MoDOT including new roadside signs, variable message boards, news releases, a wide-ranging distribution of train schedules, a focus on college students and a variety of other new publicity efforts have contributed to the increase. Further cooperation and collaboration between Amtrak, MoDOT and Union Pacific Railroad to improve the service is also helping increase on-time performance, thereby raising passenger numbers.



## Easily Accessible Modal Choices

### *Number of transit passengers*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

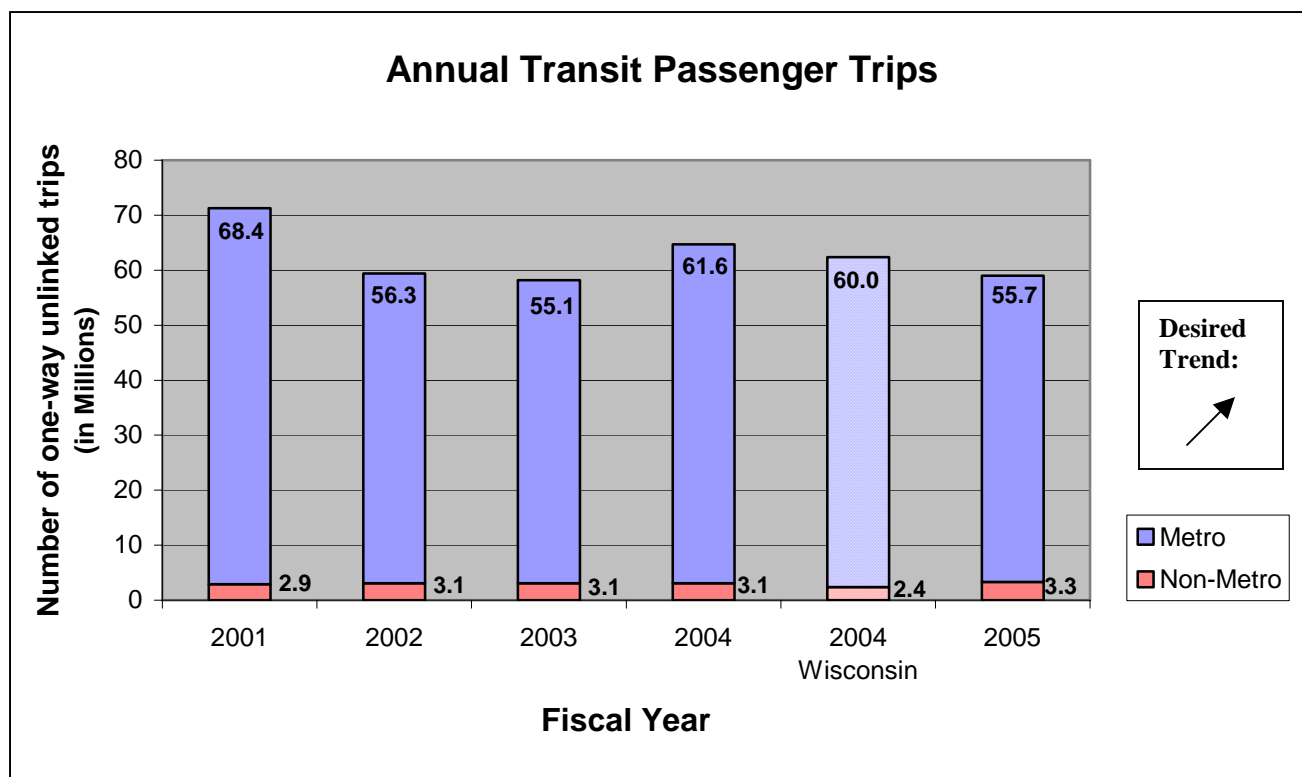
This measure gauges the use of public transit mobility services in Missouri. It also provides a historical perspective and trend of public transit service use in Missouri.

**Measurement and Data Collection:**

The total number of transit passengers is measured by the annual total of one-way unlinked transit trips taken by passengers on public transit vehicles. Data is obtained from urban and rural providers of general public transit services. The 2004 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

Metro (urban) transit service cutbacks in 2002 – 2003, driven by declining local transit sales tax revenues and reduced state general fund transit appropriations, resulted in lower transit use statewide. Metro ridership in 2005 declined by 4.3 million trips compared to 2004 due to fewer transit trips taken by riders in St. Louis and St. Joseph. Non-metro (rural) ridership has increased by 13 percent during the five-year reporting period from 2.9 million trips in 2001 to 3.3 million trips in 2005. Missouri compared favorably to Wisconsin in 2004. For the 2007 state budget, MoDOT proposes an \$8 million state transit funding increase. MoDOT recently worked with transit providers to develop and implement the Missouri Rural Transit Marketing Campaign that received national recognition.



## Easily Accessible Modal Choices

### *Number of passengers and vehicles transported by ferryboat*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

**Purpose of the Measure:**

This measure tracks the statistics regarding use of ferryboat services.

**Measurement and Data Collection:**

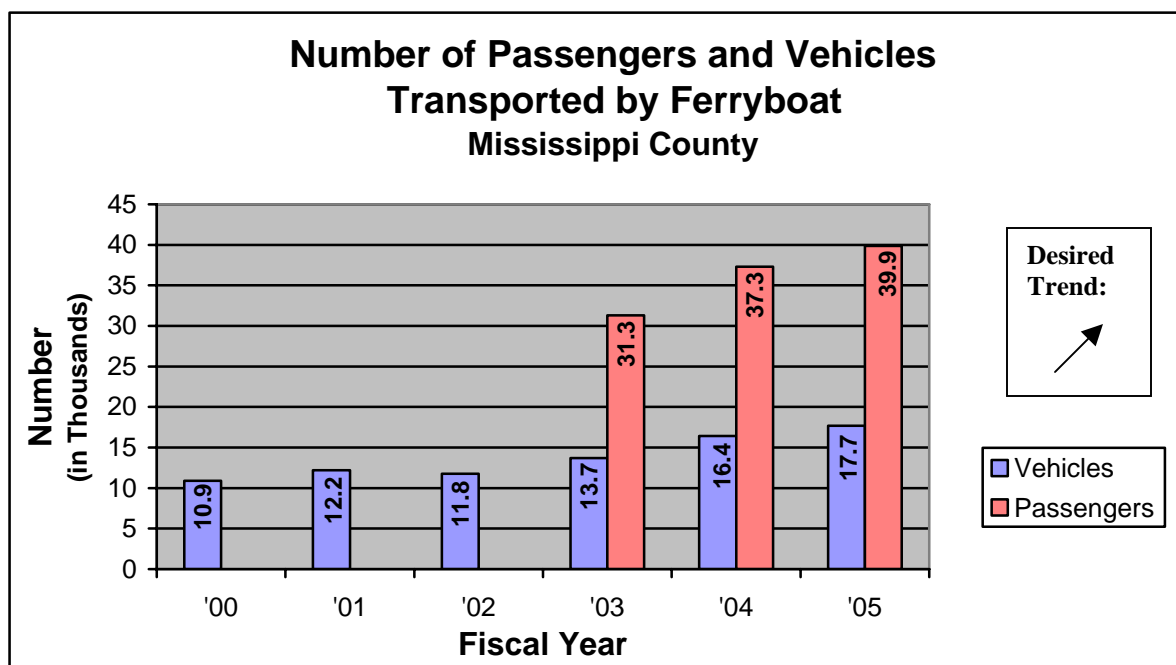
Missouri's two ferry services submit a monthly report that includes the information shown in the graph below, the cost for providing the service and for any service disruption.

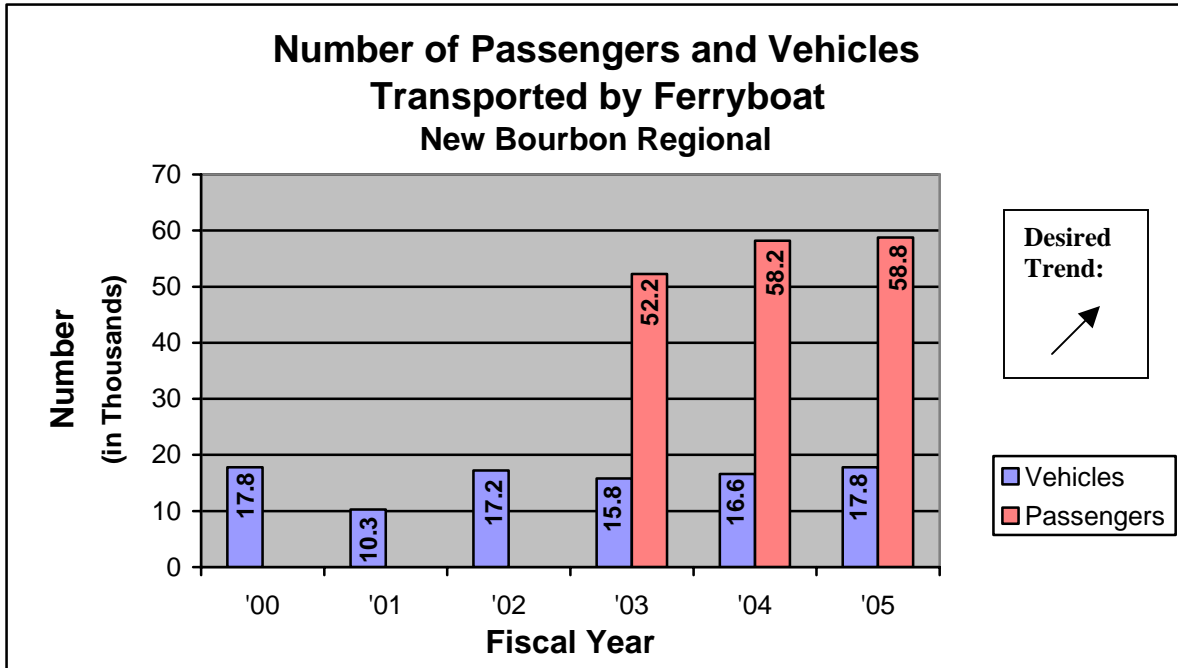
**Improvement Status:**

During the first half of the state fiscal year 2006, traffic on the Mississippi County ferry has increased since last year by 8 percent. Bridge repairs performed by the Illinois Department of Transportation on both the Interstate 57 bridge and the US 60 bridge in Southeast Missouri caused increased traffic to the ferry.

The New Bourbon Regional ferry service has experienced a 6 percent decrease in vehicles and a 35 percent decrease in passengers during the first half of state fiscal year 2006 compared to state fiscal year 2005. These statistics have improved from a 12 percent decrease in vehicles and a 36 percent decrease in passengers since first quarter of state fiscal year 2006. This ferry serves the Ste. Genevieve area where tourism is a major part of the economy. Tourism has been affected by high fuel prices and extreme heat during peak tourist season.

MoDOT and the ports are reviewing signage and brochures at both ferry services. MoDOT has also added contact information for the each ferry that includes its Web site address on MoDOT's Web site.





## Easily Accessible Modal Choices

### *Number of days the river is navigable*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Sherrie Martin, Waterways Program Manager

**Purpose of the Measure:**

This measure provides historical data regarding the use of the inland waterways navigation system.

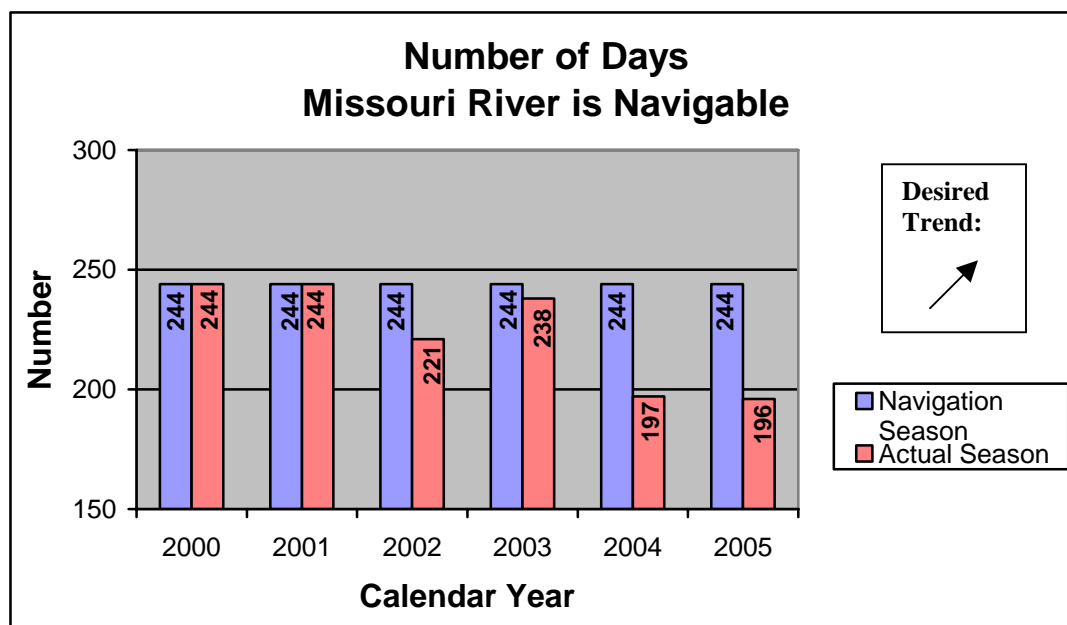
**Measurement and Data Collection:**

The U.S. Army Corps of Engineers publishes an Annual Operating Plan for the Missouri River and bases the end of navigation season on pool storage levels as of July 1 each year.

**Improvement Status:**

The U.S. Army Corps of Engineers issued the 2006 navigation season Annual Operating Plan. The plan includes two springtime releases of water to satisfy the Endangered Species Act. The pulses are intended to promote spawning of the pallid sturgeon and will only take place if system storage is above 36.5 million-acre feet on March 1 and May 1.

The 2006 navigation season will maintain the flows and trigger dates as outlined in the Master Water Control Manual. As storage levels now stand, it is anticipated that releases will support minimum navigation through the season, and the season will be shortened from a 244-day full navigation season to a 229- to 186-day season depending on runoff this winter and spring. The final decision on season length will be made based on storage level as of July 1, 2006. Full navigation season would end December 1, 2006.



## Easily Accessible Modal Choices

### *Number of business capable airports*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

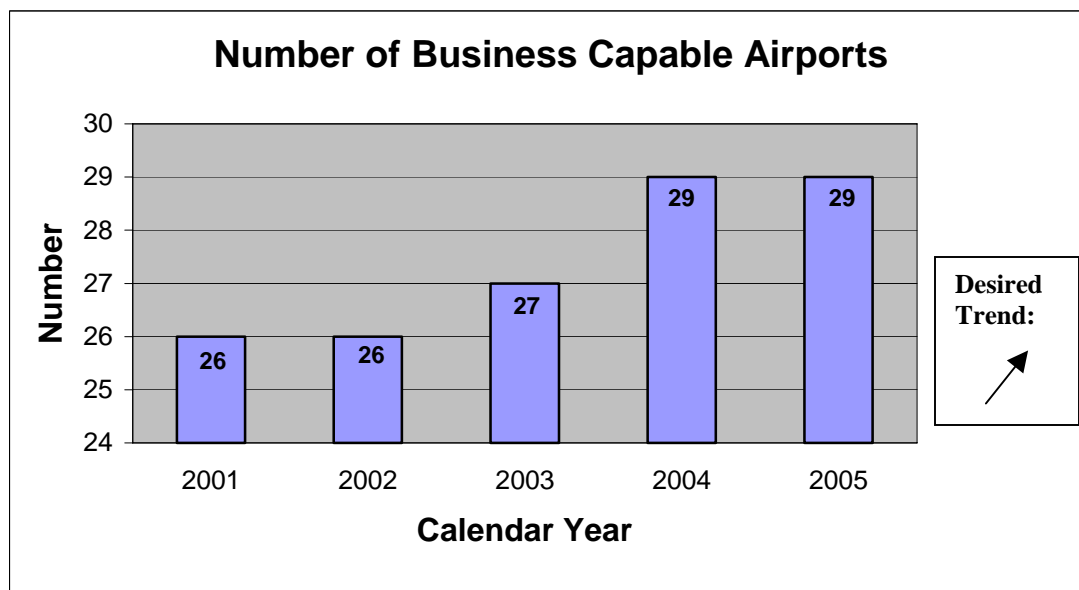
This measure tracks the number of airports capable of handling business aircraft. Local communities and economic development agencies can use airports to assist in increasing a community's economic viability for business retention and development.

**Measurement and Data Collection:**

The graph shows the number of business-capable airports. A business-capable airport is defined as accommodating business- or corporate-type aircraft with a runway length of 5,000 feet or more. Since 2001, three additional airports have either extended their runway or constructed a new runway of 5,000 feet or greater. This increase allows additional communities and an increased population greater exposure to business-capable airports. Monitoring airports' development is how data is collected on an annual basis.

**Improvement Status:**

The State Airport System Plan Update and the annual development of MoDOT's Statewide Transportation Improvement Program identify airports that meet the demand criteria and would support the development of a 5,000-foot runway. The State Aviation Trust Fund, which is used for maintenance and capital improvement projects at airports, increased from approximately \$3 million in calendar year 2004 to \$6 million in calendar year 2005. An airport survey and information campaign conducted by MoDOT and the Missouri Department of Revenue's review of the trust fund led to obtaining these additional funds.



## Easily Accessible Modal Choices

### *Number of daily scheduled airline flights*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Joe Pestka, Administrator of Aviation

**Purpose of the Measure:**

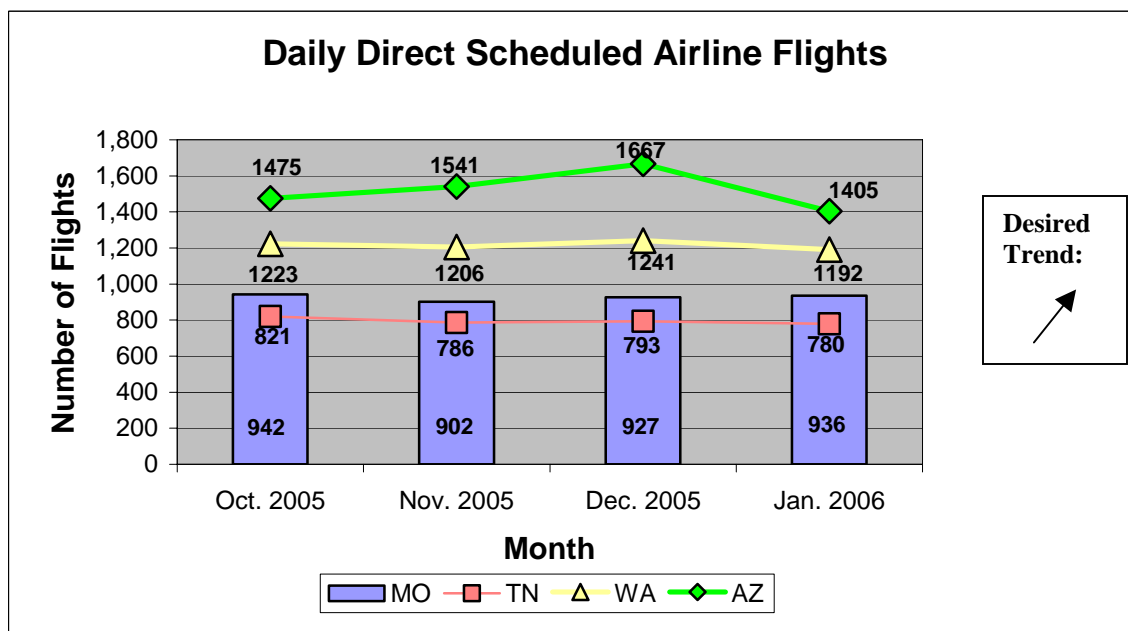
This measure tracks the number of airline flights. This data assists in determining options available to the traveling public. It provides an indication of the airline industry's economic stability in Missouri.

**Measurement and Data Collection:**

A direct scheduled airline flight is a take-off by a scheduled commercial air carrier. A direct flight has the same flight number and is flying to one or more destinations. Data is being collected from seven airports in the state that presently accommodate scheduled airline flights. These airports are: St. Louis Lambert International, Kansas City International, Springfield-Branson, Joplin, Columbia, Waynesville and Cape Girardeau. Comparison data has been collected from the same states for the commercial airports in Arizona, Tennessee and Washington. These three states were selected based on similar populations in 2004. The data is collected from the Official Airline Guide.

**Improvement Status:**

The flights are measured on a monthly basis with a daily snapshot collected for each month. In Missouri, the number of flights decreased slightly in November and December but overall has been relatively consistent from October 2005 to January 2006. MoDOT is participating with the Federal Aviation Administration, Illinois Department of Transportation and East-West Gateway Council of Governments in a St. Louis Area System Plan study. The study will assess the region's aviation assets and develop a regional approach for the future development of those assets. MoDOT is also participating with the St. Louis International Airport and Kansas City International Airport in researching state tax issues that may be an impediment to increased air carrier services or new air carrier markets.



## Easily Accessible Modal Choices

### *Average days per week rural transit service is available*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

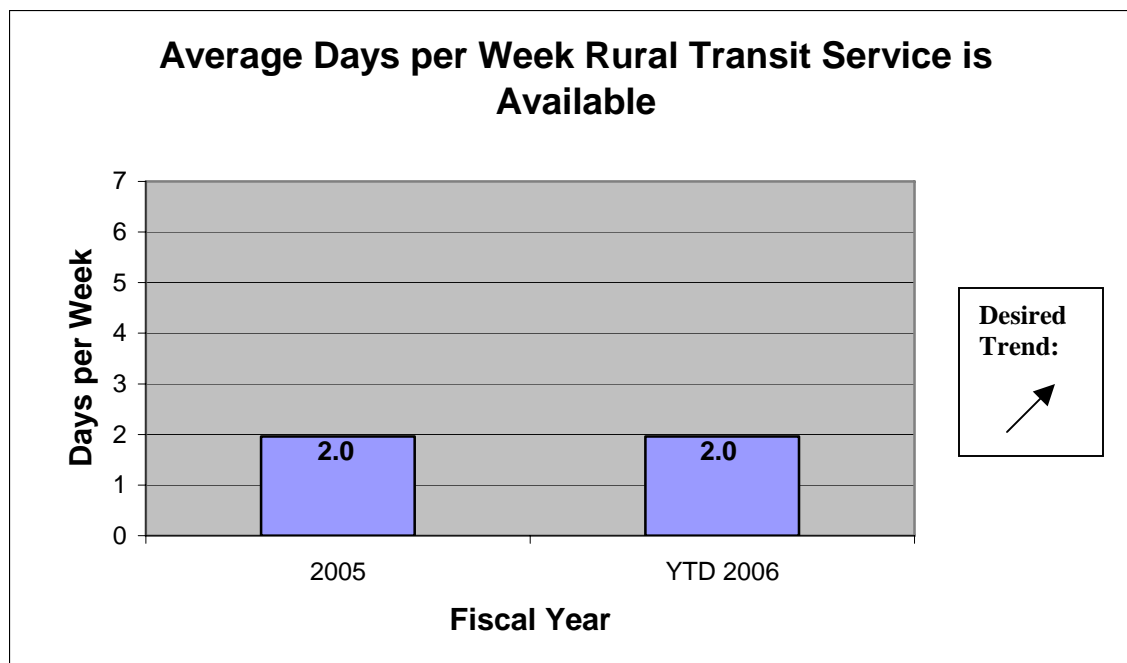
This measure identifies the average existing public transit service in rural Missouri by indicating the availability of rural mobility services for employment, medical appointments and necessary shopping.

**Measurement and Data Collection:**

Reviewing published transit service schedules in each rural Missouri county and averaging those daily frequencies within a week's schedule for available countywide transit service calculates the statewide average days per week that rural transit service is available. Rural transit agencies operate on an annual budget and customarily make transit service changes with the start of a new budget year.

**Improvement Status:**

Rural transit service at a statewide average of two days per week is not sufficient for its riders to support full-time employment. The outlook for 2007 suggests an opportunity for growth in rural transit service based on a 67 percent increase of federal rural transit funds authorized to Missouri through SAFETEA-LU, which is the federal transportation funding legislation. For the 2007 state budget, MoDOT is proposing an increase of \$2.5 million in state funding to rural transit systems in order for them to match half of the increased federal transit funds flowing to rural transit systems. MoDOT recently worked with local transit providers to produce a speaker's video to help transit managers make a persuasive case for more local funding in order to enhance rural transit service.



## Easily Accessible Modal Choices

### *Number of active transit vehicles*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

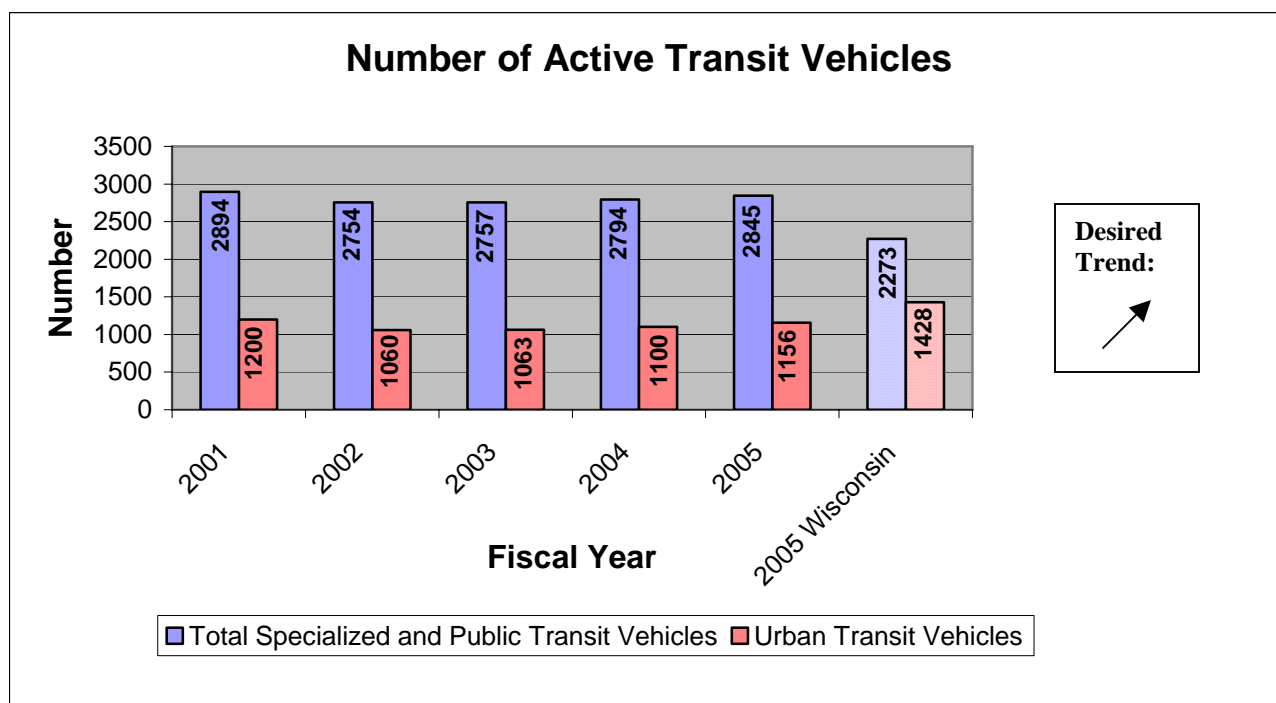
This measure tracks the number of active transit vehicles in passenger service. This data indicates the collective potential capacity for Missouri's transit agencies to deliver mobility services.

**Measurement and Data Collection:**

The data represents the number of transit vehicles dedicated to urban and rural public transit services and those federally funded vehicles used by specialized transit providers. Data previously reported in earlier Tracker editions was for urban transit vehicles only. The 2005 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

Reduced local transit sales tax revenues in St. Louis and Kansas City in 2002 along with reduced state transit funding in 2003 (July 2002) led to reductions of transit services and the number of active transit vehicles. Transit service and fleet size have slowly rebounded since that time. Missouri has more total combined public transit and specialized transit vehicles in service than Wisconsin. Wisconsin has more urban transit vehicles in service than does Missouri; however, Wisconsin has 13 urbanized metro areas each over 50,000 population compared to Missouri's seven urbanized metro areas. MoDOT serves as the lead procurement agency for rural and specialized transit vehicles providing a menu of over 125 combined floor plans, wheelchair lifts and engines from which transit agencies can select. This consolidated procurement lowers costs through volume pricing that helps purchase more vehicles with available funding. Over 150 model year 2006 vehicles have been ordered but not yet delivered.



## Easily Accessible Modal Choices

### *Number of inter-city bus stops*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Steve Billings, Administrator of Transit

**Purpose of the Measure:**

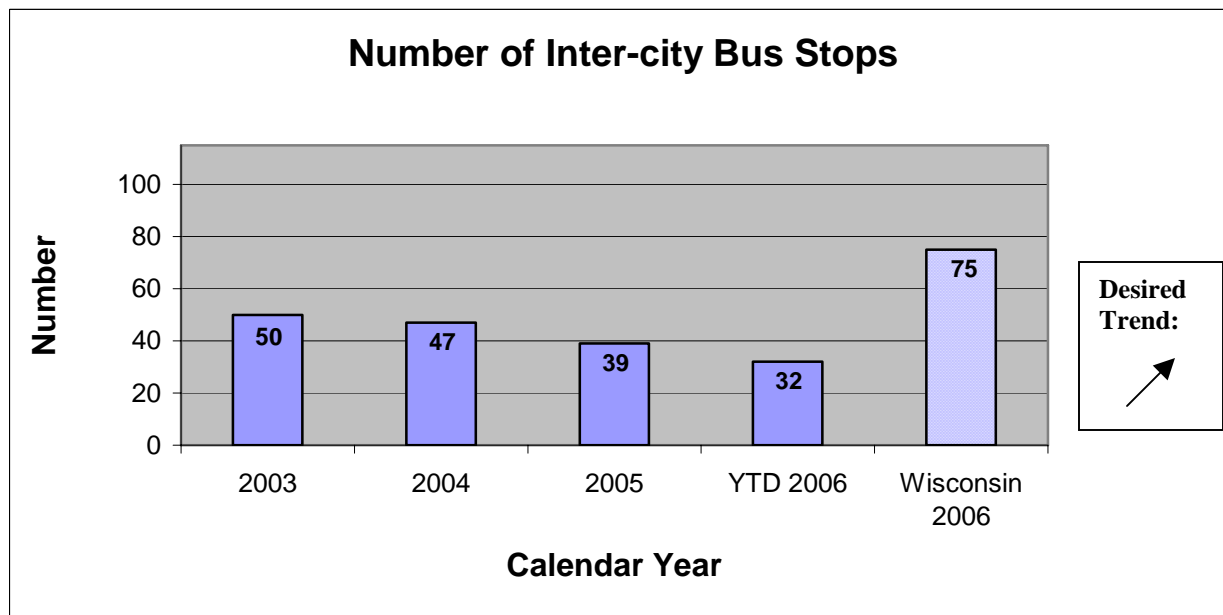
This measure tracks the number of inter-city bus stops. Inter-city bus stops represent access points to inter-city bus services provided by Greyhound, Jefferson Lines and Trailways. More stops among Missouri's 114 counties means greater access. Fewer stops create a barrier by necessitating greater traveling distances in order to board an inter-city bus.

**Measurement and Data Collection:**

Data on the number and location of inter-city bus stops is obtained annually from the national and regional inter-city bus carriers. The year-to-date 2006 measure is benchmarked to Wisconsin, which has a comparable total statewide population.

**Improvement Status:**

The number of Missouri's intercity bus stops declined in 2005 with the changes in Greyhound service. Since the last Tracker report, Greyhound has closed additional stops along the US 67 corridor between St. Louis and Little Rock. MoDOT's Organizational Results Division is currently analyzing counts and surveys from coach riders to better determine the needs for inter-city bus service in Missouri. MoDOT's Transit Section is working with Jefferson Lines to procure a bus that would run the abandoned Greyhound route on the U.S. 60 / Missouri 13 corridor to restore inter-city bus service to West Plains, Willow Springs, Bolivar, Humansville, Osceola, and Warrensburg.



## Easily Accessible Modal Choices

### *Percent of customers satisfied with transportation options*

**Result Driver:** Brian Weiler, Multimodal Operations Director

**Measurement Driver:** Ernie Perry, Organization Performance Administrator

**Purpose of the Measure:**

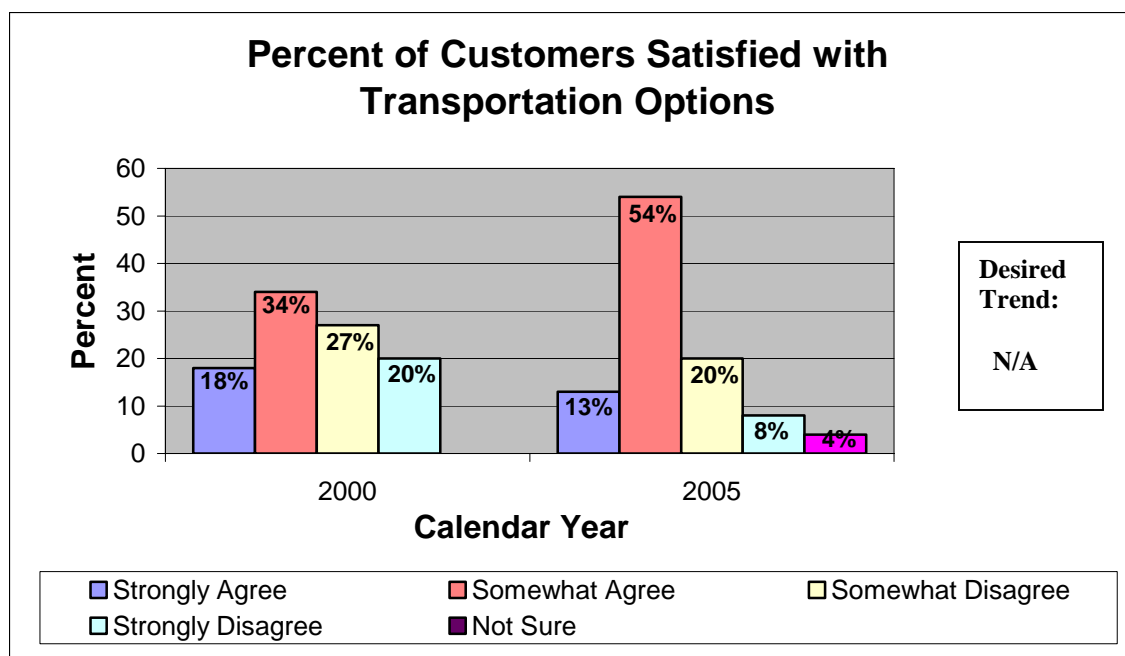
This measure provides information about the public's perception of MoDOT's performance in providing transportation options.

**Measurement and Data Collection:**

Data was collected through a statewide telephone survey conducted for MoDOT's long-range planning initiative called *Missouri Advance Planning*. The survey effort included interviews with 3,100 Missourians with an overall margin of error of +/- 2.9 percent.

**Improvement Status:**

For the 2005 survey, over 67 percent of the population sampled is at least somewhat satisfied with transportation options. Conversely, 28 percent of the sample is not satisfied with the transportation options available. When compared to the 2000 data provided from the statewide customer survey, 52 percent of the sample is satisfied with transportation options and 47 percent responds as dissatisfied with the options available to those who do not or cannot drive. This is a positive start and a demonstrated improvement from 2000. MoDOT expects to see increases in the public's satisfaction with transportation options as the Multimodal Operations Division continues to work towards improving service and awareness of transportation options.



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